

Hongkong Daily Press.

ESTABLISHED 1857

No. 14,226 號六十六百千肆萬第 日十初月年戌十二緒光 HONGKONG, THURSDAY, OCTOBER 29TH, 1903 肆拜禮 號玖十二月十年叁零九千壹萬港香 PRICE, \$3 PER MONTH INSURANCE

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[31]

NOTICE TO CORRESPONDENTS.

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DEATH.

On the 27th October, at Rostock, Germany, A. SCHNEIDERMAN, partner of Messrs. F. H. Eckhard & Co., aged 60 years. (by wire). (3-08)

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29th OCTOBER, 1903.

A CERTAIN amount of discussion and correspondence has appeared in the Shanghai papers lately, particularly in the North-China Daily News and L'Echo de Chine, with regard to troubles at Ninghai, Chekiang province. Prominence was given to the affair by the killing of a Roman Catholic priest (we do not know what nationality) and the burning of a chapel by a mob under a certain WANG SHI-TONG, a man who made himself notorious at Nin, hai during the Boxer rebellion by his animosity towards converts. It seems that the Roman Catholics have in consequence demanded the execution of the Ninghai magistrate as being responsible for the crime; so, at least, a correspondent of the Daily News says. But, as Mr. Siao, the acting magistrate, has only recently taken charge of the post, and has in other respects an excellent reputation, that correspondent makes a protest on his behalf, and a writer on the Roman Catholic side appears to bear witness to his innocence, in a letter addressed to the Daily News. The facts of the case, as far as we can gather them from the various accounts, are worth noting as an example of the difficulties attending missionary work in China.

This man WANG, as we have said, made himself conspicuous in 1900 by pillaging and burning at Ninghai, though he did not actually cause the death of any missionary—perhaps only because he did not come across one. For his outrageous conduct toward converts he was condemned to death; his

sentence was commuted to imprisonment for life, but he was never arrested by the Chinese officials, and so continued his persecution of Christians until at last he put a climax on his misdeeds by this murder of a priest, the slaughter of at least one convert, and the pillage and destruction of native Christian houses. At the time, it appears, there were no soldiers in Ninghai, and the inhabitants were inclined to side with WANG. The magistrate Siao has now put a price of \$3,000 on his head; and Governor NIEN has put another \$2,000 beside telegraphing to Ningpo ordering the punishment of the mandarins, civil and military alike, for their want of diligence. It does not therefore seem that any lack of attention can justly be charged against the higher Chinese officials in connection with this affair, and we cannot believe that the head of the Acting Magistrate Siao has been demanded. The arch-criminal WANG (who, by the way, was one of the "litterati" class before he became a brigand leader) seems to have become an enemy of all Roman Catholics owing to the fact that some three years ago he quarrelled with some converts in his own village, who got an order for his arrest. As this was not carried out, the local priest brought influence to bear on the Chinese magistrate, who then arrested WANG. He was rescued, however, by a mob, and the magistrate promptly resigned. His successor, taking a lesson from what had happened, favoured the Romanists greatly, with the result that converts increased very rapidly, and, as the Daily News correspondent puts it, the chapel became like a yamen. It is alleged that the priest was not very discriminating, and his protection over his converts was abused by the unscrupulous, who used his influence for all that it was worth. In consequence, those who were not converts became very bitter, and the field for the ruffian WANG was fully prepared. Then the magistrate who had allowed the Roman Catholics and alleged Romanists to have matters so much their own way had to go to Hangchow to assist at the provincial examinations, and the unfortunate Siao arrived to see a culmination of the troubles, with the termination stated.

The whole story illustrates a most difficult problem in connection with missionary enterprise in China. Nothing but a direct command to missionaries to abstain altogether from any interference in the secular affairs of their converts can do much to check such incidents as that at Ninghai. There is already, we are glad to see, a move in this direction, but the Roman Catholics appear to lag behind. Surely events cannot have left them doubtful of the wisdom, the absolute criminality, of encouraging converts to look to the priest as a helper in over-riding the laws of China.

It is stated that two commissioners, one French and one Chinese, are going to Poochow from Peking to overhaul the Arsenal accounts, which do not appear to have been altogether satisfactory, to the Chinese at least.

Another of those "storms that pass in the night" has come and gone, this time giving Hongkong a just wide enough berth; and though the winds and seas were high, with cold driving gusts of rain, the typhoon seems to have been a false alarm; but trifling damage was done, and that chiefly to trees. Hongkong is to be congratulated on its lucky escape.

We are requested to state that Madame Arral is leaving for Shanghai to-day to give a concert up North on the 7th prox. She will return here in time to arrange for a concert to take place on Saturday, the 14th prox., so that Hongkong residents will be able to hear a singer of whose abilities they have been led to form so great expectations.

It is said that six hundred Japanese residents of Dulay are making preparations for immediate departure to Chefoo in the event of war. At Port Arthur, on the contrary, it is alleged that, according to orders issued by Viceroy Alexieff, the Japanese residents will be collected and sent away by a foreign steamer in the event of hostilities breaking out.

With reference to the correspondence which has recently appeared in the Daily Press respecting the quality of the gas supplied in the Colony for illuminating purposes, we are informed that the bad lighting complained of is due to the inadequacy of the mains. The Company is at the present time laying new mains in Connaught Road and feeders to the main in Queen's Road. When this work is completed there will, it is stated, be no cause for complaint on the score of a deficient supply.

We have been asked to correct a statement that occurred in our paragraph in yesterday's issue with reference to the proposed farewell address to the Governor. It is true that the Chinese first held a meeting to consider how best to signalise their regret at the departure of His Excellency, but it was decided by the unofficial members of the Legislative Council and the members of Committee of the Chamber of Commerce that the address should be presented and the Chinese agreed to join in that mark of esteem.

The Rev. Robert Hugh Benson, M.A., son of the late Archbishop of Canterbury, has been received into the Roman Catholic Church, at the Dominican Priory, Woodchester.

M. de Farville, and other French savants have protested against the proposed demolition of the Eiffel Tower, in Paris, as the tower is valuable for meteorological observations.

The Tientsin detachment of the Sherwood Foresters has changed places with the Peking section of the regiment. The Tientsin men commenced their route-march to Peking on the 16th inst.

The unfortunate people at Peitang, according to the P. & T. Times, have no idea that the numerous deaths from plague there are due to the spirit of a large fish eaten during the summer having its rove go.

Prince Tuan, says the Shanghai Times, upon the pretext of his present poor health, sent for his son Pu Shun, the former Heir-Apparent to go to him from Peking. Prince Tai Ying (?) at first kept the matter secret and asked the opinion of a certain prince (presumably Prince Ching), and finally asked the Princess Jung Hsu to take a favourable opportunity to pump the Empress Dowager as to what ought to be done with this troublesome youth.

In the past it has been the custom to limit the examinations for the bursaries awarded by the Shanghai S. Andrews Society to children of Scotch parentage attending the Public School in Shanghai, while boys and girls studying at other schools were debarred from entrance to the examinations. In future, as the result of the unanimous resolution of the annual meeting of the Society in Shanghai last week, all Scotch children here, whatever school they attend, will be given equal opportunities of winning the bursaries.

The Shanghai Times "went one better" than its London namesake with regard to the Peking plot, for it published the following telegram dated Peking, 14th October:—"At the same time that the wire was laid into the Legation magazine someone removed the breech-block of the 4.7 gun which defends the Carriage Park. The missing piece has since been traced to a place in the Chinese city and recovered. There was a battery alongside the wire, but it had not been connected. The whole affair is enshrouded in mystery, and is being rigidly investigated." We still await the result of that rigid investigation of the enshrouding mystery.

The China Gazette in a recent issue appears to imply that the Peking massacre telegram, of notorious memory, was the work of Mr. T. C. Cowen, whom, on the strength of his having once been on the staff of the Hongkong Telegraph, the Shanghai paper calls "a Hongkong creation altogether." This is surely out of Hongkong's line; and we should be surprised to hear that the massacre tale was in any way due to Mr. Cowen, who had last year a pay of £100 and costs to another gentleman for the satisfaction of calling him "the Shanghai liar." The China Gazette disclaims, on behalf of itself and those connected with it in 1900, the responsibility for "the Peking Massacre Telegram." As the North China Daily News and the Hongkong Daily Press were the only papers which did not print Peking massacre telegrams, we do not see that the Gazette can disclaim so much.

Nippon, a monthly publication devoted to the commerce of the Far East, its Arts, Letters, and Politics, and published by the Nippon Publishing Company, San Francisco, of which the second number has reached us, is the latest addition to the publications dealing expressly with matters commercial in the Far East, as it is replete with very interesting and useful information upon the subject of the trade conditions, opportunities, and possible lines in the ever-widening field of the Orient. Match and match-box making in China, transport facilities of the Yangtze, market conditions of Tientsin, mines, Sochia as a market for American goods, the shipbuilding industry of Japan, are among the articles which are of general interest to the mercantile communities both at home and in the Far East, and which tell of the general mercantile conditions, with figures and statistics culled from many sources. This publication is well and neatly got up, excellently printed, and bound in strong paper covers, and should prove a useful work of reference on commercial matters.

Speaking of precautionary measures against plague in Tientsin, the P. & T. Times says:—"Though we know that both Municipalities and Customs are using in their precautionary measures and strict quarantine regulations, it appears to us that more might be done in the way of notifying the Chinese that they will be assured against loss if they report cases of infectious disease. Dread of losing bedding and clothes, combined with prejudices against disinfectants, is a powerful incentive to concealment, and neutralises remedial efforts more than anything else. The Russian authorities in Newchwang have recently been giving the greatest possible publicity to the fact that they will guarantee those who report cases of plague against loss by replacing such property as may be destroyed. This does not of course overcome all the difficulty in dealing with the Chinese, as the popular and ignorant prejudices against European doctoring and interference still remain. We believe that the city authorities are fully alive to the serious possibilities to which we are exposed here, but from what various Chinese have told us, it appears that still more might be done to enlighten the people."

With doctors have been at work in Tientsin, and two women have died under their ministrations; the native paper Jih Jih cautions the people against being deceived by them. They are a kind of un-Christian Scientist, we suppose.

The returns of the U.S. Immigration Bureau show a total of 64,977 immigrants into America during the month of August last, being an increase of nearly 20,000 over the returns for the same month last year. Nearly every country in Europe is represented by the immigrants.

The following telegram has been received at the Japanese Foreign Office, Tokyo, being dated Japanese Consulate, Vladivostok, October 10:—"According to an order (No. 38) issued by the Viceroy of the Russian Far East on the 10th of October, all military and naval attachés of the Russian Legations in Japan, China and Korea are placed under the control of the Viceroy, as directed by Imperial Ordinance on the 30th of August, and these attachés will henceforth address all reports to the Viceroy."

By kind permission of Major Radcliff and officers, the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel during dinner this evening (weather permitting):—
March..... "Slaves"..... Tchaikovsky
Overture..... "Medusa"..... Stanislavsky
Selection..... "The Shop Girl"..... Ivan Caryll
Song..... "The Caterpillar and the Rose"..... Edward Carey
Selection..... "Reminiscences of Wales"..... G. & J. W. Waltz
"Tost Passa"..... J. & J. W. Waltz
Characteristic Piece..... "A Danish Chorus"..... Schob.
"God Save the King."

The Japan Mail, discussing certain Russian allegations that in the event of Japan's forces being defeated by Russia, a massacre of foreigners in Japan would follow on a scale of unparalleled enormity, says:—"It was waste of time to discuss such an allegation seriously, but it reminds us of an interesting fact attested by Japanese history, namely, that this country has been, in all ages, curiously free from mob outrages. During the feudal era, the agricultural class occasionally had recourse to concerted demonstrations by way of protest against heavy taxes or despotic exactions. The bamboo spear and the mat banner used to be spoken of with some awe in those days, but they were inconvenient solely to oppressive officials, and never once, so far as our reading goes, was such a demonstration attended by wholesale destruction of property or life. In modern times similar displays have been seen; assemblies of complaining farmers or of persons with some grievance to press on official attention. The city mob, however, which kills, pillages, burns, and wrecks, is something that we do not find anywhere in this country's annals. The point is worth notice. No one can affirm with confidence how the people would behave in the presence of a crisis such as has never yet confronted them, defeat by a foreign Power; but of all inconceivable things a massacre of foreigners or any destruction of foreign property by a mob seems to us the most unlikely."

A NOTABLE FEAT.

Passengers by the s.s. Fatsien, which arrived at 9.30 a.m. yesterday morning, tell of an adventurous voyage that the Fatsien had from Canton to Hongkong. The Fatsien left at five o'clock. When she was leaving the wharf at Canton under the direction of Captain Dickson, the Foo Po transport got right athwart the way, and Captain Dickson had to run almost right into the flower-boats before he could get clear. The feat reflected great credit upon the captain, upon Mr. J. Logan, chief engineer, and upon Second Engineer J. Seggie and the rest of the staff. At Taipei, where there was a cyclonic sea running, and a cyclonic wind blowing, the Fatsien was still in difficulties, from which she was extricated only by the intrepidity of her captain, officers and engineers. In the back reach a slipper-boat (Malatang) turned over on her side. A Chinese woman hung on to the bulk with a child on her back, and an old woman swam round the wreck trying to close the door. Luckily the guard-boat at Messrs. Butterfield & Swire's works went to the rescue, and there were no lives lost.

FOOTBALL.

The Hongkong Football Club will play the Glory this afternoon under Rugby rules. Kick-off at 4.30 p.m. The following will represent the Club:—

LT. G. B. Macdonald, full back; LT. J. H. W. Becke, C. A. Parker, O. J. Barnes, W. B. Robertson, three-quarters; H. E. Stoyie, A. G. Roberts, halves; W. W. Clark, A. Boyd, H. C. Sandford, H. P. Chard, LT. M. R. Trevor, D. B. Murray, C. B. Hayward, and another, forwards.

HOSPITAL SUNDAY.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Union Church	.....	\$250.55
S. John's Cathedral	.....	215.00
To the Chapel (London Mission Chinese)	.....	72.21
Wong Yuen Chan (Wanchai)	.....	37.84
Volunteer Camp Service	.....	30.10
S. Peter's Church (Self Offertory)	.....	20.00
S. Stephen's Church (Chinese Mission, Chinese)	.....	17.27
Peak Church	.....	10.40
Rhenish Mission Chapel	.....	5.00
		\$168.37

TELEGRAMS. CORRESPONDENCE.

REUTERS' SERVICE.

THE TRANSVAAL.

LONDON, 28th October.
The Standard's correspondent at Pretoria says that the economic situation becomes more acute every day. Prices are abnormal and the cost of living has not been affected by the reduction of railway rates. The mine-owners are satisfied that the pressure of circumstances will give them Chinese labour, to which other classes strongly object.

JAPAN AND RUSSIA.

LONDON, 26th October.
Reuters' agency at Tokyo wires that the Japanese Premier, being interviewed by Reuters' agent, said that Japan was pursuing negotiations with Russia in strict accordance with the spirit of the Anglo-Japanese Alliance, which aims at the preservation of peace and the status quo. The Premier presumed that Russia was actuated by the same peaceful spirit and that there was nothing in the present situation to warrant alarm.

MARINE INSURANCE TO THE FAR EAST.

LONDON, 26th October.
The Liverpool underwriters absolutely refuse to accept risks on Japanese steamers, even at twenty-five guineas percent.

LATER.
Thus far the Liverpool Insurance rates on Japanese vessels against war risks have dropped from thirty-five to twenty-five guineas.

MEETING OF TSAR AND KAISER.

LONDON, 26th October.
The Kaiser and the Tsar have arranged to meet at Wiesbaden.

THE AUSTRO-RUSSIAN REFORM.

SCHLIME.
LONDON, 26th October.
Although all the Powers have intimated their approval of the scheme for the Macedonian Reforms, the idea of remitting the whole control of Turkey to Russians and Austrians occasions many jealousies, by which the Porte will not fail to profit.

NOTES FROM THE BOTANIC GARDENS.

The Hongkong Flora is particularly rich in flowering shrubs, and *Gordonia anomala*, which is now in flower, is a very attractive species. The flowers are white, 2 or 3 inches across, somewhat like a single-flowered camellia, and are found in the upper axils of the leaves or at the ends of the branches. Two bushes may be seen in the gardens at the east end of the No. 1 house. In the *Indus Flora Sinensis* the plant is stated to be apparently endemic, but this is not the case, as we have seen many specimens of it growing in the New Territory. It belongs to the same family as the Camellia and the Tea-plant. There is only one lady's slipper orchid found in a wild state in Hongkong, and that is *Cypripedium purpuratum*, or as it is now called, *Paphiopedilum purpuratum*, several specimens of which are in flower in the No. 2 house. The flowers are purple, produced singly on scapes 8 inches to 1 foot high, and last a long time in perfection. The leaves are 4 or 5 inches long and variegated, the markings on those of different plants being extremely variable. This orchid is thought to be endemic in Hongkong, but we have reason to believe that such is not the case. We have found it on Mt. Victoria, Mt. Parker, and on the hills above Little Hongkong, but never in large numbers. In the *Flora Hongkongensis* the species is said to be a native of the Khasia Hills, but this is now known to be incorrect.

The typhoon, locally, passed off without doing much damage in the gardens. The rainfall, which was badly needed for vegetation, amounted to .88 of an inch, and the fall for the month has been 1.71 inches.

The word *funicles* in last week's notes should have been *panicles*.

SUPREME COURT.

Wednesday, 28th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUSINE JUDGE).
CHAN CHING HOE, TSANG HOI AND WONG KONG V. CHAN YUK.
Mr. P. W. Goldring, of Messrs. Deacon & Hastings, solicitors, appeared for the plaintiffs, and Mr. C. E. H. Davis, of Messrs. Wilkinson & Griest, solicitors, for the defendant.
Plaintiffs' claim was for \$700 damages suffered by them through the breach by the defendant of the contract for the erection of a sea-wall, dated 10th September, 1902, comprising \$280 for pulling down and re-erecting wall built by defendant and six months' rent of ground at \$70 per month from the 10th November 1902, to the 10th May, 1903, at \$420.

In the first case the present defendant was plaintiff, and judgment was given for \$122.73 on the 3rd June.

His Lordship, after hearing parties, made an adjournment until Friday next, and the Court adjourned.

THE VOLUNTEER CAMP.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 28th October.
Sir,—As a number of inaccuracies regarding what has happened at Camp this year have crept into both the *Daily Press* and the *China Mail*, I take this opportunity to correct them. In view of the statements which appeared in your evening contemporary, for my own credit and that of Bombardier B. W. Grey (and it may be mentioned that I have passed the S. John Ambulance Association's examination four times and Bombardier Grey three, and that we both hold the Association's medal), and also that of Sergeant Capt. Stedman, who taught us all we know, I take the accident to Corporal J. Hays first.

The facts of the case are, briefly, simply these: (On Saturday night I was sergeant of the main guard, and Corp. Hays was in charge of the rear guard. On Sunday at 4 a.m. he had relieved his sentry and posted a new man, and was just about to turn in again, when he tripped over the end of his bed and fell heavily on the neck of a broken bottle and severed an artery in his right wrist. Almost immediately Gunner H. K. Holmes brought me the news, and I at once ran to the scene of the accident. It was apparent at a glance that an artery had been cut, and I stopped the flow of blood by compressing the brachial artery with my fingers. Realising after some time that it would not be possible for me to hang on to the arm for very long, and as the rest of the guard, though rendering valuable assistance, were not ambulance men, I sent for Bombardier Grey. On his arrival we worked together for a considerable time, but as the improvised tourniquet we put on was not altogether satisfactory, Grey suggested that Sergt. Nobbs should be sent for, in the hope that amongst the stock of medical comforts he was known to have brought over he would happen to have a tourniquet. That hope was realised, and on Sergt. Nobbs's arrival (about half an hour after the accident first happened) an Esmarch's tourniquet was placed in position, being removed now and again to allow a supply of fresh blood to reach the hand. This tourniquet, under the supervision of Nobbs and Grey, remained in use until Dr. Swab's arrival at 7.30 a.m., in company with Holmes, who left camp at 4.40 a.m. in a sampans to fetch him.

The second matter to which I wish to refer is the irresponsible chatter which has lately appeared as regards drinking and the amount of "chandy" consumed in camp. Anyone would fancy that the encampment was turned into a giant species of tavern where men do nothing but sit round and swill beer. This aspersion on a body of men who are giving up much time and doing their best to learn the work they would be expected to perform in an emergency, is rightly and strongly resented. It is bad enough in conversation to pass such remarks, but they are repeated, but before putting pen to paper one should first remember that a newspaper travels, and the consequent effect to the corps in the public estimation. I have never seen a more moderate camp (and I have been to a good many) than the present. A great deal of good work has been done, and we are ready to do more, if only the weather will leave us alone.—Yours, etc.,

H. C. WILCOX.

Sergt. No. 2 Co., H.K.V.A.

BAD GAS.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 28th October.
Sir,—I was pleased to see, in your to-day's issue, "Lover of Light's" letter with regard to the quality of the gas supplied by the Gas Company. Having, whilst residing in outposts, been obliged for some years past to use kerosene oil, with its attendant drawbacks, as an illuminant, I looked forward to well lighted rooms whilst residing in the Colony. But, alas! I was sadly disappointed. In spite of inconceivable burners, mantles, etc., I found that in order to obtain enough light in my small dining-room to see what I was eating (with three burners in the room) I had to turn out all the other burners in the house. Having been in the Colony but a short time, and therefore not having seen the previous letters referred to by "Lover of Light," I was wondering how long consumers had tolerated such a state of affairs, and for how long they were going to pay a very high price for "gas" and get nothing but "air with a trace of gas in it." Your correspondent refers to the price of gas in Shanghai, and I am sure that consumers there would not tolerate for a moment gas of the quality we are supplied with, even though they are charged less than half what we are. "A little healthy competition with Hongkong gas and fittings" is very badly needed indeed, and, as the Gas Company appear to have utterly disregarded all hints given them previously as to the quality of the article supplied by them, it would be well if a few more consumers insisted on getting what they pay for by returning, until matters are remedied by the Company, to the use of the cheaper and (certainly at present) better illuminant, kerosene oil.—Yours etc.

"MORE LIGHT."

[We refer our correspondent to a paragraph appearing in another column on this subject.—Ed. D.P.]

DANGER TO NAVIGATION.

Capt. Lossie, of the s.s. *Kushan*, reports a sunken junk, quarter awash, mast and sail floating, lying in the channel between Mowoh and Fishstake, about 1 mile past the north of Taisan Customs station. "Highest point of Lintin 84 E, North point Taisan Island E x S 88, both bearings true. Danger to night boats."

BRITISH CENTRAL AFRICA.

The Foreign Office has issued as a Parliamentary paper [Africa, No. 13, 1903] a report on the trade and general conditions of the British Central Africa Protectorate for 1902-1903, by Major F. B. Pearce, Acting Commissioner. This exhaustive report, which includes, besides detailed statistics of trade, very careful meteorological tables, and a useful map to illustrate them, covers the whole administration of the Protectorate, and is in the main a record of steady progress and intelligent development. The most interesting passages at the present moment is, perhaps, that in which Major Pearce deals with the labour question.

"The migration in search of work of certain natives within the Protectorate limits to Beira and South Rhodesia still continues. The districts from which these natives proceed annually are generally the West Nyasa and Lower Shire districts. Although it is impossible to give definite figures as to the numbers that go down of their own accord, there cannot be less than 3,000 or 4,000 that annually make the journey. They return to their homes in the Protectorate after six or eight months' work. The West Nyasa natives, as a rule, Salisbury, and are in great demand as house-boys and cooks. The natives of the Lower Shire district proceed, in addition to Salisbury and South Rhodesia, generally, to Beira, where they readily find employment. In this connection the collectors of the districts unanimously report that a great improvement takes place in the native after contact with civilization in South Africa; his ideas are enlarged, and his desire is to build better houses and to dress in a more cleanly manner. Many on their return home bring back as much as £10 or £15. As regards the question whether a native's morals and physical nature are benefited by a journey and work in South Africa (or otherwise), it may be interesting to refer to the opinion recorded in the *Aurore*, the paper of the Livingstone Mission on Lake Nyasa, conducted by the Rev. Dr. Laws, a missionary of extremely long residence in the country, and with an unparalleled knowledge of the British Central Africa native. Referring to the journey of natives to the Salisbury Goldfields, and their return, it states:—But our experience of the influence of Salisbury disappoints some of the fears we once had. The long journey, the European wonders, the very hard work, and the personal superintendence of the white man, all seem to produce, among the Ngoni at least, a more polite, but dignified, and a cleaner and hard-working man. The collectors of the district, concerned also state, with reference to the improvement that is observable in natives who proceed out of the Protectorate in search of work, that instead of the dull intellect, without any other thought than woman, food, and beer, of the older native who has never left his home, and who, moreover, is content to be clothed with rags and without the slightest impression or knowledge of anything outside the circle of his fields, the younger generation, who have sought improvement beyond the limits of their own country, have a far better stamp of contentment; they keep themselves clean, build better houses, and show a great desire to learn to read and write. They are also more generally ready to refer to European justice, and their bearing tends greatly to improve the confidence of the native population with the Administration. In some cases the wives of the natives proceed to South Rhodesia also, accompanying their husbands, and they likewise readily find employment. It has been observed that natives who proceed south and earn perhaps 40s. a month are quite ready on their return home to accept, if they seek work in the Protectorate, the usual low rate of 1s. or 5s. Besides these annual journeys made by natives, which have been going on now for several years, there has been a decided movement of the population in the Shire Highlands. This, however, is an immigration of natives from Portuguese territory lying between Lake Chilwa and the coast. These people are generally known as Angwani, and are probably part of the aboriginal population which occupied the eastern boundaries of Lake Chilwa and the Luangwa River when the Yaka from the east coast of Lake Nyasa entered the Angwani country and became masters of it. (One of the chief reasons for the immigration of the Angwani population now is the bad crops and scanty food-supply, which, owing to the lack of rains, has been observable in this part of Africa. Moreover, the Angwani have begun to appreciate that they are enabled to live in peaceful possession of their villages and fields within the Protectorate. It is interesting to observe the rapid change for the better which takes place in these wild people after a short sojourn in the Protectorate. They have always been notorious as robbers and most expert thieves, and it has been stated that where they cannot steal with their hands they steal with their toes. The Church of Scotland Mission must have the credit of first getting in touch with these people, as for the last five years this mission has had stations in Portuguese Angwaland. Two or three years ago, if an ordinary load of calico or other article were given unknowingly to an Angwani carrier it was almost a certainty that the carrier and load disappeared altogether. If the load happened to be calico, or some other salable article, he would cross back into Portuguese territory with it. If the load happened to be of no use, he would take the first opportunity of depositing it in the grass by the roadside and decamp. Such actions as these are, I am glad to say, practically unknown amongst our own Protectorate natives, and their extraordinary honesty is one of the features which makes it possible to possess the efficient postal service we

have, and, in fact, to a great extent, the whole system of transport within the Protectorate is possible only owing to this gratifying honesty of the native carriers. During the whole time the mails have been carried by postal carriers there has scarcely been a single case in which the bags have been tampered with, and in only one instance have registered letters containing money or parcels gone astray. There are now 15,000 Angwani in the Beira district alone, and there is no doubt, as those people find they can live peacefully and possess fields and houses of their own, that the immigration will continue, and that they will form a valuable addition to the population. The native population of the Protectorate is in a satisfactory condition, and during the course of the past twelve months there has been no trouble or disturbance of any importance within the Protectorate. Serious crime has been, as usual, exceedingly small, and the British Central Africa native continues to maintain his reputation as a gentle and law-abiding person."

THE MYSTERY OF LHASA.

It may be said, at the beginning of the twentieth century, that, except for the two poles there is not a corner of the earth where white men have not penetrated. Yet, in truth, there exists on the Asiatic continent, hardly 200 miles from the frontier of British India, a city, the capital of Tibet, to which the "white men" of Europe and America are absolutely forbidden access. Within a distance of from 150 to 200 miles from this city all the roads leading to it at the place where they cross the frontier to the province of Wu, of which Lhasa is the chief town, are jealously guarded by pickets of Tibetan soldiers. Immediately upon perceiving a suspicious-looking caravan the sentinels notify the local authorities. The advancing traveller then sees rise up before him a whole detachment of armed men, commanded by high functionaries of the country, who without discussing the matter politely insist that the bold pioneer retraces his steps. They even offer him the money and food necessary for the return journey, at the same time warning him that if he continues on his way to Lhasa he will pay for it with his life.

This will make intelligible why the story of the efforts of the enlightened Kalmuk Mongolian Narzuno to explore Lhasa reads like the romance of fiction, but the story which the intrepid traveller relates will almost show why the Tibetans have such a religious dread of the desecrating foreigner. One morning as Narzuno was walking about, waiting an opportunity to take a photograph, he saw for the first time a spectacle which, it seems, is common enough about Lhasa. He quickly took a photograph of what he saw—two men, pilgrims who were making the tour of Lhasa for the third time, not on foot, but flat on their stomachs, measuring the perimeter of the Holy City with their bodies. They threw themselves down the length of their whole bodies, resting on their hands, then, drawing their legs to them, they stood up to prostrate themselves again immediately, this time placing their feet where their head had last been. Beginners put little boards on the palms of their hands to break the force of the blows, and try to fall without straining their arms; but as soon as they have accustomed themselves a little they fall on their hands. Think of the length of time and, above all, of the patience it requires to make thus the tour of the Holy City, a distance of about thirteen miles. But there are some fervent pilgrims who do more than this, for they go seven times round the city. Others, instead of measuring the way by the length of their persons, measure it by width of their faces; they touch their foreheads to the ground, then, changing place laterally, they press their faces again at the spot next to the one they have just touched. It takes the pilgrim one month to make the tour of Lhasa in this fashion. It is a much longer method, but is not nearly so painful as the other.—*The Century*.

STEAMSHIP SUBSIDIES IN JAPAN.

There are at present 19 steamship services subsidised by the Japanese Government, the amount of the subsidies granted this year being Yen 6,184,230. The money thus paid out from the National Treasury is distributed as follows:—

	Yen.
Nippon Yusen Kaisha	4,582,367
Toyo Kisen Kaisha	1,013,880
Oseka Shosen Kaisha	392,110
Oya Shichibei	149,000
Taito Kisen Kaisha	57,873
Total	Yen 6,184,230

The annual navigation encouragement subsidies which the Japanese Government has to pay in the next five years are stated below:

Year	Yen.
1904	6,069,189
1905	6,021,189
1906	5,441,189
1907	4,639,746
1908	4,341,804

The steamship services subsidised by the State are the European, the Hongkong-San Francisco, the Yokohama-Melbourne, the Hongkong-Seaside, the Shanghai-Hankow, the Japan Sea, the Yokohama-Shanghai, the Kobe-North China, the Kobe-Corea-North China, the Kobe-Valdivia, the Kobe-Otani, the Aomori-Mororan, the Kobe-Corea, the Yokohama-Bombay, the Shanghai-Soochow, the Shanghai-Kwangchow, the Soochow-Kwangchow, the Hankow-Isohara, and the Idzumiha lines.

THE QUESTION OF MANCHURIA.

The *N. C. Daily News* publishes the following anecdote, which it states to be authentic. It proves, says our contemporary, the crass ignorance and apathy of many of the highest mandarins in the country, and the pity of it that the destinies of China should be in the hands of such men as the "hero" of the present anecdote. A short time ago, as a number of Presidents, Vice-Presidents, and other officials of the various Boards and Ministries were congregated in the ante-room of the Grand Council Chamber, waiting for the coming of their Majesties to give them audience, the conversation naturally turned upon the Russian occupation of Manchuria. Then up stood H. C. Li Chao-wei, Vice-President of the Board of War, and declared, "Your Excellencies, if you would take my advice I should say, 'Let the Russians remain in Manchuria. Our Government will find it both more economical and less bothersome.'" There were many ejaculations of surprise heard in the room at this declaration; some shook heads, shut their eyes, and tried to appear unconcerned, while others tried to look wise as if they knew all about it, but no one seemed inclined to ask questions, thereby betraying his ignorance on such a burning subject. At last a venturesome secretary of the Waiwup, whose youthful appearance gave him the license to seek information, broke the oppressive silence that had suddenly fallen upon the room and timidly asked, "Will your Excellency deign to enlighten my befogged intellect and guide my understanding by showing how this can be?" Another pause, during which the deep and sagacious Vice-President Li Chao-wei looked contemptuously at his questioner. Then, as if pitying such ignorance, that wise statesman replied, "Way, if we insist upon the Russian forces occupying Manchuria, how are we to protect their railway there, I should like to know? Where are our troops to do the work? Then when once the Russians are gone we will have the terrible *Hung Hu-lee* (Red-beards) mounted bandits raiding everywhere, plundering the railway stations and works, and destroying the railway wherever they can. What would be the result, allow me to ask your Excellencies; shall we not have the Russian Minister here hammering at the door of the Waiwup demanding heavy indemnities for the damage done upon Russian railway property, accompanied, perhaps, by other heavy demands for Russian lives lost at the hands of the bandits? Would it not, then, be much more economical and cause us infinitely less trouble if we allow the Russians to remain in Manchuria to protect their own property at their own expense, while we enjoy peace and prosperity within the protecting walls of Peking and quietly back under the sunny and balmy influence of her Imperial Majesty, 'the Old Ancestress'?" [NOTE.—The "Old Ancestress," or *Lao Tse-tse*, the term of endearment given to the Empress Dowager after her return to Peking from Hsian; *Lao Fo-yeh*, or "Old Buddha," was her prior designation.] After spending out the foregoing long speech, Vice-President Li Chao-wei glared through his huge spectacles upon his audience as if to challenge any dissentient. But no one present had the audacity to do so, as his plan fitted so nicely with the *doce far niente* policy of the company. On the contrary, nothing but words of approval were to be heard, such as "Kao-ming, Yuan-ku" ("Highly intelligent, far-seeing indeed!") and "Like this. Just thus the signal of tinkling bells and the clash of cymbals in the distance presaged the approach of the 'Old Ancestress' and the Emperor and everyone arose preparatory to filing into the audience chamber.

THE MONETARY COMMISSION.

In an article in *Dun's Review* on the American Monetary Commission it is remarked that with the financial policy of the United States for the Philippines, Great Britain's plans in the Straits and the French system in Indo-China, there is closely associated the necessity for similar conditions in China. As a long step in that direction can be made by putting silver bullion in as steady a position as possible, the proposition was made to the leading Governments that wide fluctuations in the price of the white metal might be avoided by regulating the purchases for coinage. Within the past year we have had silver at the lowest point on record, followed by a recovery of over five pence per ounce at London, which was largely due to buying by the States for Philippine coinage. In order to maintain the compromise silver-coin at a ratio of thirty-two to one it is essential that these erratic variations in the silver bullion market be checked. The American Commission found that leading authorities recognized the importance of this fact, and it was agreed that the difficulty might be obviated to a large extent by its ribbling purchases of silver for coinage with certain regularity as to quantity and time. In other words, the market should not be depressed by long periods of inactivity and suddenly inflated by an unexpected demand from one of the great nations. If the dealers know that France will buy certain amounts on definite dates, the United States other quantities also at fixed intervals, and similarly for other countries, the natural effect will be less fluctuation in price.

NEW RED SEA LIGHTS.

The British Admiralty has given notice describing the character of the lights to be exhibited along the southern part of the Red Sea. They are respectively at:—(1) Jabul Toir, (2) Zabayar islands, Centre Peak island, (3) Abu Ali, Quin island, (4) Mokha, on the south coast. Further notice will be given when these lights are exhibited, which it is understood will be not long hence, as the lanterns are in place and everything points to an early illumination.

INSURANCE FRAUD IN JAPAN.

A remarkable attempt to defraud the Manufacturers' Insurance Company of Canada has been discovered at Nara, Japan, says the *Kobe Chronicle*. It appears that a man named Saito, living at Nara, believing he had cancer in the stomach, consulted a local physician, when his suspicion was confirmed, the physician warning him that he had but a few months to live. The physician's assistant, learning this, saw in it a good way to make a good sum of money, so he approached Saito and proposed that he should get his life insured, which, he said, could easily be done, as cancer in the stomach was most difficult to detect unless some hint was given to the doctor of its presence. Saito agreed, on condition that his widow be paid 200 yen on his death. Preliminaries were at once entered into. The medical advisor to the company examined the man Saito, and reported favourably upon him, and accordingly a policy for 8000 yen was secured, the half annual premium amounting to 295.05, which was paid by Saito's accomplices. On the 7th of September the company received news of Saito's death, and an application for payment of the amount of the insurance money. A representative of the company from Osaka, the head office in Japan, visited Nara, and found all in order, medical certificate of death, etc., and accordingly the 8000 yen was paid in the usual course of business. But the perspicacity of a young policeman unravelled the plot, through noticing that the largest house in the district was occupied for only a few days, the temporary occupants leaving suddenly and secretly, the house having merely been taken by the widow and her accomplices in order to deceive the insurance company's agents when enquiring into Saito's death. From this clue the policeman discovered the whole plot, and found that while the widow only received the promised 200 yen, the balance of the money was divided among the physician's assistant and others who had helped him through the business. The whole party were arrested, and now await trial. Only a portion of the money has been recovered.

TRAITORS IN THE PHILIPPINES CONSTABULARY.

The Philippines Constabulary is again supplying a story of corruption and treason. This time it is furnished by two ex-detectives in the Constabulary service, who claim that they were wrongfully dismissed from that service. It appears, according to the *Manila Cable*, however, that since their dismissal enough evidence has been secured to convict them, as charged, of joining the outlaws and selling their arms to the bandits. It is expected that the case will develop some sensational revelations, but as most cases of the sort emanating from the Philippines do develop sensational revelations, that statement on the part of our esteemed contemporary does not carry much surprise with it. The facts are alleged to be as follows:

The case against the two trusted servants of the Constabulary, says the *Cable*, during the earlier campaign against the insurrecto secretary of war, is that a portion of their dramatic story of the visit to that worthy's camp near Iloilo is only too true. They did meet Felisardo, but not in the manner that they reported to Captain Bruin, an afterwards chronicled in a newspaper interview. "It will be remembered that they said that after running all sorts of risks, they were taken as prisoners into the presence of the mighty blacksmith of Cavite, and robbed by him of their weapons. Afterwards they escaped, the story goes. They were not captured, their arms were not stolen from them, and they did not escape. That is part of the testimony against them. They entered the camp of Felisardo as his allies. They sold to him their guns. They were turned loose by the wily outlaw, in order that they might mislead Captain Bruin by false information—as they did. It will be proved that their relations with Felisardo were of the most intimate character, and that, all along, they were playing a double game—drawing the money of the United States Government with one hand, and that of the outlaw with the other and at the same time, feeding him with important information, and galling the established authorities with false reports. The papers in the case are being drawn up. They speak for themselves.

LATEST STEAMER MOVEMENTS.

The Boston Steamship Co.'s steamer *Tremont* left Victoria for Yokohama and the usual ports on the 25th inst., and may be expected here on the 26th prox.

The Boston Tow Boat Co.'s steamer *Lynx* arrived at Victoria (B.C.) on the 24th inst.

The Indo-China steamer *Amoyang*, from Calcutta and the Straits, left Singapore for this port on the 27th inst., at 4 p.m.

The P.K.K. steamer *Rohita Maru* left Manila on the 27th inst., at 4 p.m., and may be expected here to-day, at daylight.

The departure of the steamer *Hongkong Maru* for San Francisco via Shanghai, &c., is postponed to Saturday, the 31st inst., at noon.

WEATHER REPORT.

The Hongkong Observatory on the 27th and 28th inst. issued the following reports:—

On the 27th at 8.15 p.m. The typhoon is rapidly filling up on approaching the coast to the East of Hongkong.

On the 28th at 6 a.m. Black Drums lowered.

At 11.45 a.m. The barometer has fallen rapidly, particularly in the neighbourhood of Hongkong.

The progress of the typhoon was arrested, and filling up ensued in consequence of the existence of an anticyclone of great intensity over Central China.

Severe monsoon gales are blowing in the Formosa Channel, and heavy monsoon over the N. part of the China Sea.

Forecast:—Strong N. winds; fair, equally.

KODAKS, FILMS, AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

ACHEE & CO., PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD

(1st Floor, ABOVE MESSRS. FRICK & CO.)

Hongkong, 17th September, 1903.

THE LAHMEYER ELECTRICAL CO. LD.

LONDON,

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM. W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to—SIEMSEN & CO., SOLE AGENTS FOR CHINA.

ELECTRIC LIGHT

ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES ALWAYS IN STOCK.

EDM. JOHANNSEN,

10, DES VEUZ ROAD CENTRAL.



TRADE MARK

TELEPHONE No. 13.

THE FAVOURITE BRANDY OF THE FRENCH IS

MARTELL'S

* \$23.90 PER DOZEN.

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V. S. O. P. \$47.00 PER DOZEN.

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Even their cheapest quality is recommended by the Medical Faculty for Invalids and delicate people.

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROYAL BAKING POWDER Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate

Manufactured by

Royal Baking Powder Co. NEW YORK, U. S. A.

(1507)

DR. NEWELL WILSON, DENTIST,

is pleased to announce that his Offices (over MESSRS. WATKINS LD. New Dispensary) are completed and he can be seen from 8.30 A.M. to 1 P.M. and 2 to 5 P.M. Latest American method. Reasonable prices. No charge for examinations.

31, QUEEN'S ROAD CENTRAL, Watkins Building. Hongkong, 26th October, 1903.

SKIN-TORTURED BABIES

And Tired, Fretted Mothers

Find Comfort in Cuticura Soap and Ointment

When All Other Remedies and Physicians Fail.

Instant relief and refreshing sleep for skin-tortured babies and rest for tired, worried mothers in warm baths with Cuticura Soap, and gentle anointings with Cuticura Ointment, purest of emollient skin cures, to be followed in severe cases by mild doses of Cuticura Resolvent. This is the purest, sweetest, most speedy, permanent and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, with loss of hair, of infants and children, as well as adults, and is sure to succeed when all other remedies and the best physicians fail.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalded head; the facial disfigurement, as in acne and ringworm; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetter and salt rheum,—all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment and Resolvent are such stands proved beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy have evoked in eloquent testimony of the skin and humour remedies of the civilized world.

Cuticura Resolvent, liquid and in the form of Chocolate Coat Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Agents, London, W. & A. G. S. & Co., 10, Abchurch Lane, E.C. 4. Sole Agents for Hongkong, H. Price & Co., 12, Queen's Road Central.

2312-9

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I., A.B.C., Scouts and Engineering Codes

DOCK No. 1 (at TATEGAMI.)

Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 24

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 25

PATENT SLIP (at KOSUGI.)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1677

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked in eloquent testimony of the sterling merit of the publication.

Price... \$1.50.

On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai.

MESSRS. KELLY & WALSH

Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 14th February, 1903.

[268]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash. Telephone Address: Press, 308; Editor, 310. P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

FURNISHED ROOMS or HOUSE.

Apply—
A. L. Z.,
Care of Daily Press Office,
Hongkong, 29th October, 1903. [3007]

HONGKONG CRICKET CLUB.

NOTICE.

THE MATCH for next SATURDAY, OCTOBER 31st, will be THE CLUB v. THE GARRISON. Members wishing to play for either side are requested to enter their names in the match book kept in the Pavilion for that purpose.

PHILIP W. GOLDING,

Hongkong, 29th October, 1903. [3003]

IN THE MATTER OF ORDINANCE

No. 2 of 1892,

IN THE MATTER OF THE

PETITION OF JOHN SAMU L

LIAGBY, of Bagat Street, Waverley,

Liverpool, England, manufacturing

China, for LETTERS PATENT

for the exclusive use within the Colony

of Hongkong of an Invention for

"Improvements in the Manufacture of

bricks or artificial stone."

NOTICE IS HEREBY GIVEN that the Petition Declaration and Specification required by Ordinance No. 2 of 1892 have been filed in the Office of the Colonial Secretary and that it is the intention of the said JOHN SAMUEL LIAGBY to apply for Letters Patent for the exclusive use within the Colony of the said Invention at a sitting of the Executive Council to be held at the Council Chambers, Victoria Building, on WEDNESDAY the 11th day of NOVEMBER 1903.

Dated the 28th day of October, 1903.

DENNY & BOWLEY,

Solicitors for the Petitioner.

IN THE MATTER OF ORDINANCE

No. 2 of 1892,

IN THE MATTER OF THE

PETITION OF GERALD

EDWARD HOLLAND, C.E.,

D.S.O., Commander Royal Naval

Marine, Hongkong, and HENRY

ROBERTSON, Chief Engineer, Royal

Naval Marine, Hongkong, India, for

LETTERS PATENT for the exclusive

use in this Colony of an Invention for

"Improvements in elevators for

loading and unloading boxes, bales or

other similar packages."

NOTICE IS HEREBY GIVEN that the Petition Declaration and Specification required by Ordinance No. 2 of 1892 have been filed in the Office of the Colonial Secretary and that it is the intention of the said GERALD EDWARD HOLLAND and HENRY ROBERTSON to apply for Letters Patent for the exclusive use within the Colony of the said Invention at a sitting of the Executive Council to be held at the Council Chambers, Victoria Building, on WEDNESDAY the 11th day of NOVEMBER 1903.

Dated the 28th day of October, 1903.

DENNY & BOWLEY,

Solicitors for the Petitioners.

FOR RANGOON, VIA AMOY AND

SINGAPORE.

THE Company's Steamship

"JELUNGA,"

Captain Winkler, will be dispatched as above

on SATURDAY, the 31st inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATTHEW & CO.,

Agents.

Hongkong, 29th October, 1903. [3006]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stevens, will be dispatched for the

above ports on TUESDAY, the 3rd November,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON & CO., LD.,

Agents.

Hongkong, 28th October, 1903. [2987]

FROM HAMBURG, PENANG AND

SINGAPORE.

THE H.A.L. Steamship

"SUEVIA,"

Captain Borch, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and to

take immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon,

TO-DAY, the 29th inst.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company,

Limited, and stored at Consignee's risk and

expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd November will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 2nd November, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 28th October, 1903. [3002]

IKETI COAL.

THE Public are hereby notified that the

Undersigned are the SOLE AGENTS

for the above-mentioned coal in this Colony.

MIDZISHIMA & CO.,

Hongkong, 9th October, 1903. [2827]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,

TO-DAY (THURSDAY),

the 29th OCTOBER, 1903, at 2.30 P.M., at his

SALES ROOMS, Queen's Road,

AN ASSORTMENT OF

JAPANESE CURIOS, SILKS,

EMBROIDERIES, &c.;

Comprising—

SATSUMA KANGA SILVER

CLOISONNE, BRONZE, TEA SETS,

VASES AND ORNAMENTS, IVORY

CARVINGS,

CUT VELVET PICTURES, CARPETS

AND RUGS, FOLDING SCREENS,

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 27th October, 1903. [2983]

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (FRIDAY),

the 30th OCTOBER, 1903, at 11.30 A.M., at

ROBE VILLAS EAST 14, BURNHAM ROAD,

THE WHOLE OF THE

HOUSEHOLD FURNITURE

therein contained, comprising—

DOUBLE AND SINGLE IRON BED-

STAIRS with WIRE and RATTAN

MATTRESSES, TEAKWOOD WARD-

ROBE with GLASS, MARBLE-TOP

WASHSTANDS and TOILET SETS,

TEAKWOOD EXTENSION DINING

TABLE and CHAIRS, BOOK-CASE,

OVERMANTELS, TEAKWOOD SIDE-

BOARD with GLASS, CROCKERY

AND GLASS WARE, COOKING STOVE

AND UTENSILS, &c., &c.

Also

ONE LADY'S BICYCLE, a quantity of

BOOKS, ONE SMALL WINE'S CASE

and a great Assortment of PLANTS in POTS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th October, 1903. [2983]

PUBLIC AUCTION.

IN BANKRUPTCY.

RE THE TACK-LEE FIRM,

BY ORDER OF THE OFFICIAL RECEIVER

AND TRUSTEE,

TO Sell by Public Auction,

on

MONDAY,

the 2nd NOVEMBER, 1903, at 3 P.M., at

LAU ON'S GO DOWN, 936, West Point,

THE FOLLOWING QUANTITY OF

ASSORTED MATTINGS,

Comprising—

92 Rolls 70 to 75 lbs. weight per roll,

40 yards long by 1 yard wide,

83 Rolls 20 yards long by 1 yard wide,

Pin Fa Matting,

126 Rolls 35 yards long by 1 yard wide,

Pin Fa Matting,

23 Rolls 40 yards long by 1 yard wide,

Ngan Ko Coloured Matting,

10 Rolls 40 yards long by 1 yard wide,

Hop Fa Coloured Matting,

2 Rolls 40 yards long by 1 yard wide,

Cheung Kai Coloured Matting,

20 Rolls 40 yards long by 1 yard wide,

Cheung Kai Coloured Matting (superior

quality),

8 Rolls 30 yards long by 1 yard wide,

Cheung Kai Coloured Matting,

25 Rolls 40 yards long by 1 yard wide,

Cheung Kai Coloured Matting,

27 Rolls 40 yards long by 1 yard wide,

Cheung Kai Coloured Matting,

137 Rolls 40 yards long by 1 yard wide,

"Ping Cheung Matting,

30 Rolls 40 yards long by 1 yard wide,

Cheung Kai Matting (superior quality).

936 Rolls.—As usual.

TERMS.—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 26th October, 1903. [2963]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL

MEETING OF MEMBERS OF THE

above Club will be held in the CITY HALL

on MONDAY, 2ND NOVEMBER, at 4 P.M.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 16th October, 1903. [2905]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from

the MILITARY AUTHORITIES that

GUN PRACTICE will be carried out from the

West end of Stonecutters' Island on the

undermentioned dates at Barrel Targets in a

Westerly direction, to the South of Chungking

Island.

October 30th, at 6 A.M. October 31st, at 3.30 P.M.

By Command,

F. H. MAY,

Colonial Secretary.

Hongkong, 20th October, 1903. [2977]

THE IMPROVEMENT IN EXCHANGE.

REDUCTION IN PRICES.

MR. H. RUTTONJEE begs to announce

that from NOVEMBER 1st, on

Account of the improvement in Exchange, the

Prices of his PROVISIONS, WINES, &c.,

will be REDUCED by 10 PER CENT.

Revised Price List will be ready in the

middle of November.

Note the ADDRESSES:

5, D'Aguiar Street, Hongkong.

37 and 38, Elgin Road, Kowloon.

Hongkong, 27th October, 1903. [2985]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-

FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE

AND KYNOK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE.

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 888G. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.,

Hongkong, 28th November, 1903. [11]

INTIMATIONS

(ABBREVIATED) PROSPECTUS

OF

THE HONGKONG BREWERY

COMPANY, LIMITED.

[Incorporated under the Companies Ordinance

Hongkong 1865 to 1869, whereby the

liability of a shareholder is limited to the

amount of his shares.]

CAPITAL.

Hongkong Currency \$250,000, divided into

2500 shares of \$100 each, payable as follows:—

\$50 on application

\$25 on 1st May, 1904, and

\$2500 on 1st Dec., 1904

MANAGERS:

Messrs. PAUL LEMURE & Co., of No. 15

Queen's Road Central, Victoria, Hongkong.

CONSULTATIVE COMMITTEE.

WILLIAM CHARLES JACK, Esq., Hongkong.

ALBERT DENISON, Esq., Hongkong.

FRANCIS PAGET HETT, Esq., Hongkong.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING

SHIPPING.

ARRIVALS.
Oct. 27, KANNU, British str., 1142, Baddely, Colquhoun and Wicks 23rd Oct. General.
DUTCHFIELD & SWIRE.
Oct. 28, HIFANG, British str., from Canton.

CLEARANCES
At the Harbour Master's Office.
28th October.
Cheongchee, British str., for Amoy.
Hailan, French str., for Fakhel.
Hailan, British str., for Swatow.
Hailan, French str., for Hailan.
Fahing, British str., for Singapore.

DEPARTURES.
28th October.
CHONGSANG, British str., for Canton.
DAPHNE, German str., for Amoy.
EMPIRE, British str., for Shanghai.
HAIKUN, British str., for Amoy.
HONGKONG, British str., for Shanghai.
HONGKONG, British str., for Amoy.
HONGKONG, British str., for Hongkong.
INDRAVALLI, British str., for Portland.
KUMSANG, British str., for Calcutta.
MEYFOU, Chinese str., for Canton.
NANSHAN, British str., for Swatow.
NANSHAN, German str., for Saigon.
QUANTA, German str., for Mauritius.
ULABRAND, Norwegian str., for Hoji.

VESSELS IN DOCK.
28th October.
ABERDEEN DOCK.—
KAWLAN DOCK.—Lillebonne, U.S.A.T.
Wright, Hercules, Trolas, Thales, Chusang,
Dr. H. J. Kier, Paul Revere, Athenian,
Cosmopolitan Dock.—Tianan, Teucer.

VESSELS ON THE BERTH
FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship
"SUEVIA"
Captain Borch, will be despatched for the above ports TO-MORROW, the 30th inst., at Noon.

For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 21st October, 1903. [2942]
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.
"LOONGSANG,"
Captain Weigall, will be despatched at above TO-MORROW, the 30th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
For Freight and Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 28th October, 1903. [2976]

FOR MANILA.
"TEUCER,"
Captain P. R. Silverlock, will be despatched for the above port on or about FRIDAY, the 30th inst.

Good Accommodation for Cabin Passengers at reduced rates.
For Freight and Passage, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 27th October, 1903. [2968]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1903.
"KURDISTAN" 31st Oct.
"RICHMOND CASTLE" 10th Nov.
"ORONO" 18th Nov.
"ORO" 1st Dec.
"LOWTHER CASTLE" 12th Dec.
"SIKI" 22nd Dec.
For Freight and Passage, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 27th October, 1903. [1125]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LOYD.
HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship
"HAMBURG,"
OF THE HAMBURG-AMERIKA LINIE.
Captain E. B. M. Lister, due here with the out-
ward German Mail about THURSDAY, at
5 A.M., will leave for the above places about
2 1/2 hours after arrival.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 28th October, 1903. [15]

**FOR CHEMULPO, DALNY AND
PORT ARTHUR.**
(Calling at SHANGHAI.)

THE Steamship
"PRONTO,"
Captain Grandt, will be despatched for the above
ports on SUNDAY, the 1st November, at
DAYLIGHT.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 21st October, 1903. [2947]

HONGKONG-MACAO LINE.
SS. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 7:30 A.M.; on Excursion
Sundays, at 8:30 A.M.; from Macao week days
about 2 P.M. and Sundays about 7:30 P.M.
FARE—(week days) 1st Class (including cabin
and servants), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class
single Ticket \$2. Return Ticket \$3. Return
ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
road.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 8th September, 1903. [2112]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN
LONDON & ANTWERP, via SINGAPORE, &c.	JAVA	Brit. str.	S. Barham
LONDON &c. via PORTS OF CALL	BENGAL	Brit. str.	G. Phillips
LONDON & ANTWERP	TARTANUS	Brit. str.	P. O. S. N. Co.
LIVERPOOL	POLYPHEMUS	Brit. str.	P. O. S. N. Co.
ANTWERP & LAMBURG	ACHILLES	Brit. str.	BUTTERFIELD & SWIRE
MARSHILLES, LONDON &c. via PORTS OF CALL	CANDIA	Brit. str.	HAMBURG-AMERIKA LINIE
MARSHILLES & LIVERPOOL	YARRA	Brit. str.	NIPPON YUSEN KAISHA
MARSHILLES, LONDON & ANTWERP	NINCHOW	Brit. str.	MESSAGERIES MARITIMES
MARSHILLES, LONDON & ANTWERP	HYSON	Brit. str.	BUTTERFIELD & SWIRE
MARSHILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.	BUTTERFIELD & SWIRE
MARSHILLES, LONDON & ANTWERP	DANDANUS	Brit. str.	BUTTERFIELD & SWIRE
TRIMEN, via PORTS OF CALL	PERUSSEN	Brit. str.	MELCHERS & CO.
HAVRE & HAMBURG	SAXONIA	Ger. str.	HAMBURG-AMERIKA LINIE
HAVRE, BREMEN & HAMBURG	MARBURG	Ger. str.	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG	SUEVIA	Ger. str.	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG	AMARANTHA	Ger. str.	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG	NUNBERG	Ger. str.	HAMBURG-AMERIKA LINIE
HAVRE & HAMBURG	AMBERIA	Ger. str.	HAMBURG-AMERIKA LINIE
TRIESTE &c. via SINGAPORE, &c.	NIPPON	Ass. str.	SANDER, WIELER & CO.
NEW YORK, via PORTS & SUEZ CANAL	KURDISTAN	Brit. str.	DODWELL & CO., LD.
NEW YORK, via SUEZ CANAL	SENECA	Brit. str.	STANDARD OIL CO.
NEW YORK, via SUEZ CANAL	HERRINGTON	Rus. str.	SHEWAN, TOMES & CO.
VANCOUVER, via SHANGHAI, &c.	ATHINIAN	Brit. str.	CANADIAN PACIFIC R. CO.
VANCOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.	CANADIAN PACIFIC R. CO.
VICTORIA (B.C.) & SEATTLE via S'AL, &c.	ONAPA	Brit. str.	BUTTERFIELD & SWIRE
VICTORIA (B.C.) & SEATTLE via S'AL, &c.	ITO MARU	Jap. str.	NIPPON YUSEN KAISHA
VICTORIA (B.C.) & SEATTLE via S'AL, &c.	SHAWAUT	Brit. str.	DODWELL & CO., LD.
PORTLAND, OREGON	EMPIRE	Brit. str.	PORTLAND & ASTORIA CO.
AUSTRALIAN PORTS	KABUGA MARU	Jap. str.	NIPPON YUSEN KAISHA
YOKOHAMA & KOBE	SUEVIA	Ger. str.	HAMBURG-AMERIKA LINIE
YOKOHAMA, via SHANGHAI, MOJI & KOBE	FORMOSA	Brit. str.	P. O. S. N. Co.
MOJI, KOBE, YAMA, &c. & SAN FRANCISCO	CHINGWAO	Brit. str.	CHINA COM. S.S. CO.
KOBE	TSINAN	Brit. str.	BUTTERFIELD & SWIRE
KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	NIPPON YUSEN KAISHA
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	NIPPON YUSEN KAISHA
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	NIPPON YUSEN KAISHA
CHEMULPO, DALNY & PORT ARTHUR	PROMTO	Ger. str.	HAMBURG-AMERIKA LINIE
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	HAMBURG	Ger. str.	HAMBURG-AMERIKA LINIE
SHANGHAI	CHENGLAI	Ger. str.	MELCHERS & CO.
SWATOW & AMOY	DAIJI MARU	Jap. str.	P. O. S. N. Co.
FOOCHOW DIRECT	ANPING MARU	Jap. str.	OSAKA SHOSHEN KAISHA
AMOY & MANILA	MAIDZUBU MARU	Jap. str.	OSAKA SHOSHEN KAISHA
SWATOW & SHANGHAI	KATSONG	Brit. str.	BUTTERFIELD & SWIRE
MANILA	WOOSUNG	Brit. str.	BUTTERFIELD & SWIRE
MANILA DIRECT	LOONGSANG	Brit. str.	DODWELL & CO., LD.
MANILA	ROHILLA MARU	Jap. str.	JARDINE, MATHESON & CO.
MANILA DIRECT	ZAP RO	Brit. str.	SHEWAN, TOMES & CO.
MANILA	SUNGKIANG	Brit. str.	TOYO KISEN KAISHA
MANILA	TRAMONT	Brit. str.	BUTTERFIELD & SWIRE
MANILA	WUJIANG	Brit. str.	BUTTERFIELD & SWIRE
MANILA	KINSHI MARU	Jap. str.	NIPPON YUSEN KAISHA
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA M.	Jap. str.	NIPPON YUSEN KAISHA
SINGAPORE, PENANG & CALCUTTA	C. APCAR	Brit. str.	DAVID SASSON & CO., LD.
BANGKOK, via AMOY & SWATOW	JELUNGA	Brit. str.	JARDINE, MATHESON & CO.

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS—PORTS FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903,
at 1 P.M., the Company's Steamship
"YARRA," Captain Sellar, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES via Ports of
Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon
only on Monday, the 2nd November. Specie and
Parcels received until 4 P.M. on the same day.
No cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd October, 1903. [2]

STEAMSHIP SERVICE TO NEW YORK
via SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship
"SENECA,"
Captain C. R. Heyson, will be despatched on
or about THURSDAY, the 5th November.
For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 14th October, 1903. [2882]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"BENGAL,"
Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this Port
on or about SATURDAY, the 7th
NOVEMBER, at Noon, taking passengers
and cargo for the above ports.

5th and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 28th October, 1903. [1]

NOT RESPONSIBLE FOR DEETS.
NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour:
BRILLIANT, British A.M. bark, Geo. Cowlishaw.
—Sunderland Co. Co.

HELENA WYMAN, Amr. barque, D. A. Vanhon
—Captain.
NOAN KE, American ship, J. A. Ansbury—
—Arnhold, Karberg & Co.
HOSE, British barque, Pow—Stemson & Co.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th Nov. 1903
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th April
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through
the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA
to VAN COUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" (14 DAYS), saving
THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver
with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE in 87 hours. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at Chicago World
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. LEWIS, General Agent,
P.O. Box 1, Victoria.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"BENGAL,"
Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this Port
on or about SATURDAY, the 7th
NOVEMBER, at Noon, taking passengers
and cargo for the above ports.

5th and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 28th October, 1903. [1]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. Surgeon carried. All the most up-to-date arrangements for
comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

RUBI 2540 R. W. Almond Manila direct Sat., 31st Oct., 10 A.M.
ZAFIRO 2540 R. Rodger Manila direct Sat., 7th Nov., 10 A.M.
PERLA 1890 J. McGinty

For Freight, or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 28th October, 1903. [17]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA PORTLAND, OREGON.
OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP "INDRAPURA" 4,889 Tons A. E. Hollingsworth 7th Nov. at Noon
"INDRAPURA" 4,889 Tons W. E. Craven 14th Nov. at Noon
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communication
with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 16th September, 1903. [14]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 11th November
HAMBURG	WEDNESDAY 25th November
PRINZ HEINRICH	WEDNESDAY 9th December
KONIG ALBERT	WEDNESDAY 23rd December

STEAMERS	SAILING DATES
KLAUSCHOU	WEDNESDAY 6th January
SACHSEN	WEDNESDAY 20th January
BAYERN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEIDLITZ	WEDNESDAY 3rd March
PREUSSEN	WEDNESDAY 16th March
BOON	WEDNESDAY 30th March
FAMBURO	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 11th day of NOVEMBER, 1903, at Noon, the Steamship
"PREUSSEN," of the NORDDEUTSCHER LOYD, Captain [Name], with MAILS,
PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES
AND GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th November. Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 10th November, and Parcels
will be received at the Agency's Office until NOON on TUESDAY, the 10th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 15th October, 1903. [15]

OSAKA SHOSHEN KAISHA
REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW	"DAIJI MARU"	SATURDAY, 31st
AND AMOY	T. OATA	October
TAMSUI, via SWATOW	"DAIJI MARU"	WEDNESDAY, 4th
AND AMOY	T. W. GROVES	November
FOOCHOW DIRECT	"ANPING MARU"	SUNDAY, 1st
AND AMOY	T. OATA	November
AND AMOY	"MAIDZUBU MARU"	TUESDAY, 3rd
AND AMOY	K. AKASHI	November

The Co.'s new Steamers are specially designed for the coast trade of South China and
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.
Hongkong, 29th October, 1903. T. ARIMA, Manager [15]

TOYO KISEN KAISHA
MANILA
LINE.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3869	Saturday, 31st October, at 10 A.M.
"ROSETTA MARU"	N. Tate	3876	Thursday, 5th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Les Hous-
Street.
Hongkong, 28th October, 1903. K. NAKASHIMA, Manager. [478]

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HAWAIIAN PORTS.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"CANFA"	On 31st October.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.	
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON and ANTWERP	"TANTALUS"	On 10th November.	
LONDON and ANTWERP	"NINGCHOW"	On 16th November.	
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.	
LONDON and ANTWERP	"HYSON"	On 8th December.	
LONDON and ANTWERP	"ACHILLES"	On 15th December.	
LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.	
LONDON and ANTWERP	"DARDANUS"	On 5th January.	

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th October, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

SWATOW and SHANGHAI

STEAMERS	TO SAIL
"WOOSUNG"	On 30th October.
"KAIKONG"	On 31st October.
"WUOHANG"	On 31st October.
"TAIYAN"	On 1st November.
"SUNGKIANG"	On 11th November.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1903. [11]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
SAXONIA	HAVRE and HAMBURG	On 3rd Nov. Freight.
CANADA	ANTWERP and HAMBURG	On 14th Nov. Freight.
MARBURG	HAVRE, BREMEN, and HAMBURG	On 21st Nov. Freight.
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.
ARAONIA	HAVRE and HAMBURG	On 15th Dec. Freight.
NUEBERG	HAVRE and HAMBURG	On 29th Dec. Freight.
AMBRIA	HAVRE and HAMBURG	On 5th Jan. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. Co. BOSTON S. Co.
BOSTON TOWBOAT Co.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY:

**PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
OLYMPIA	2,837	A. Dixon	Wednesday, November 25th
TACOMA	2,813	M. Ridley	Tuesday, December 15th
VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TRENTON	9,606	T. W. Garlick	Thursday, December 24th
LY-A	4,417	G. V. Williams	Thursday, January 21st

* Have no second class accommodation. † Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9,506 tons. | T. W. Garlick About 23th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 19th October, 1903. [7]

**CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.**
司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA,
MANZANILLO, MEXICO, AND
SAN FRANCISCO.

THE Steamship

"CHINGWU,"
Captain Parkinson, will be despatched for the
above ports on WEDNESDAY, the 4th
November, at Noon.
For Freight, apply at Company's Office,
No. 20, Des Voeux Road.
J. S. VAN BUREN,
Superintendent.
Hongkong, 10th October, 1903. [2843]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEEN-
SLAND PORTS and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.

THE Steamship

"EMPIRE,"
Captain P. T. Helm, will be despatched for the
above ports on WEDNESDAY, the 18th
November, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A stowage and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passenger, the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd October, 1903. [2954]

**THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.**

**STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUZ CANAL.**

THE Steamship

"HERMISTON," Captain W. T. Bain,
will be despatched on or about WEDNESDAY,
the 18th N. V. M. B. B. T.
For Freight, S.C. apply to
SHEW, N. TOMES & CO.,
General Agents.
Hongkong, 23rd October, 1903. [2955]

**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**

**STEAM FOR
FIUME AND TRIESTE (DIRECT).**
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ, and PORT SAID.
(Taking Cargo at through rates to the BRAZIL;
to SOUTH AMERICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEBANON, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"
Captain Klausberger, will be despatched as above
on FRIDAY, the 20th November, P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 26th October, 1903. [3]

**CHINA NAVIGATION CO.,
LIMITED.**

**HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.**

SINGLE, \$20.; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT, FIRST CLASS ACCOM-
MODATION, UNRIVALLED TABLE, DULY
QUALIFIED STEWARDESSES.

**BUTTERFIELD & SWIRE,
AGENTS.**
Hongkong, 4th July, 1901. [1964]

NATAL LINE OF STEAMERS.

**THE Underwritten GENERAL AGENTS
in CHINA and JAPAN for the above Line**
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Indo-
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 14th August, 1902.

FOR CANTON.

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 129, Connaught Road Central,
Hongkong, 30th June, 1903. [17]

**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for all irregularities. Thousands of
ladies keep a box of Martin's Pills in the house, and no one
dies of any irregularity of the system a remedy may be
obtained. These pills are the most powerful and reliable
remedy for all ailments of the system, and are sold in
bottles of 10 pills each. Price 1/6 per bottle. Sole Agents,
Messrs. J. TREVOUX & CO., 129, CONNAUGHT ROAD CENTRAL,
HONGKONG.

**QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS,
Dealers in
MARBLE and GRANITE
MONUMENTS.**
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application
All descriptions of Granite for Export.
Hongkong, 17th October, 1903. [204]

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"BENGAL."
FROM BOMBAY, COLOMBO AND
SINGAPORE.

Consignees of Cargo by the above-named
Steamer are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo:—
From London, &c., ex S.S. Australia.
From Penang, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY, the 22nd inst.
Goods not cleared by the 29th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 22nd October, 1903. [1]

**CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.**

NOTICE TO CONSIGNEES.

S.S. "CHINGWU."
FROM SAN FRANCISCO, KOBE AND
MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk and
expense.
No Fire Insurance will be effected by me in
any case whatever.
J. S. VAN BUREN,
Superintendent.
Hongkong, 26th October, 1903. [2979]

**OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.**

CONSIGNEES per Company's Steamer

"ANTENOR"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 22nd inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 28th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remain undelivered after the 28th inst. will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
5th prox. or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th October, 1903. [10-12]

**FROM CALCUTTA, PENANG AND
SINGAPORE.**

THE Steamship

"CATHERINE APCAR"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at Consignee's risk and expense.
Cargo remaining on board after 4 P.M. of the
29th inst., will be landed at Consignee's
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Underwriter.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 26th October, 1903. [2987]

**BUDWEISER
BEER**

EXTRA PALE LAGER IN CLEAR BOTTLES.
OF UNIVERSAL POPULARITY.
**ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.**



This Beer is brewed of best Sazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.
The Beer is sterilised after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.
F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903. [211]

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1903.

PUBLIC COMPANIES

**HUMPHREY'S ESTATE AND FINANCE
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of HUMPHREY'S ESTATE
AND FINANCE COMPANY, LIMITED,
will be held at the COMPANY'S OFFICES,
Nos. 38 and 40, Queen's Road Central, Victoria,
Hongkong, on SATURDAY, the 31st day of
OCTOBER, 1903, at NOON, when the
Subjoined Resolutions will be proposed, viz:—
1. "That the Capital of the Company be
increased from \$1,000,000 (divided into
100,000 shares of \$10 each) to \$1,500,000
(divided into 150,000 shares of \$10
each) by the creation of 50,000 new
shares of \$10 each to be offered and if
accepted to be allotted to the present
shareholders of the Company at par in
10 ratio and proportion of one new
share for every two old shares in the
Company held by the respective
shareholders thereof, the amount
payable on each of such new shares
respectively to be paid at such time or
times and in such manner as the
Company by its General Managers
may hereafter determine."
2. "That Article No. 52 of the Articles of
Association of the Company be
cancelled and the following Article
substituted therefor:—
"The remuneration of the General
Managers shall be \$1,000 per annum
(which shall cover office rent but not
salaries of Secretary and other
employees) and a commission of 5
per cent. of the net profits of the
Company for each year that such
profits amount to 7 per cent. of the
Capital of the Company."
Should the above Resolutions be duly passed
they will be submitted for confirmation as
Special Resolutions to a Second Extraordinary
General Meeting which will be subsequently
convened.
Dated this 24th day of July, 1903.
JOHN D. HUMPHREY & SON,
General Managers. [2205]
**HUMPHREY'S ESTATE AND FINANCE
COMPANY LIMITED.**

THE SHARE CERTIFICATE No. 4935
for Fifty shares, numbered 61,851—61,900
inclusive, standing in the register in the name
of Capt. DONALD FIDUS VILLIERS, n.t.c. of
Hongkong, having been lost, N. T. V. IS
HEREBY GIVEN, that unless the said
Certificate be produced at the offices of the
Company, 38 and 40 Queen's Road Central,
Victoria, Hongkong, before 25th November,
1903, a new certificate for the said shares will be
issued and the old certificate will thereafter be
held by the Company as null and void.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 23rd October, 1903. [2201]

**FOR NERVOUS
EXHAUSTION**

**CHAPOTEAUT'S
Phospho
Glycerate
of Lime**

For Nervous Troubles
in Adults and Children

ROD IN
Capsules, in Syrup,
and in Wine

Increases vital energy and nerve force.
Full instructions with each bottle

CHAPOTEAUT—PARIS, FRANCE
1892—4



CHAPOTEAUT—PARIS, FRANCE
1892—4

**ESTABLISHED 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.**
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.
10th ST. LOUIS.

THE HONGKONG ICE COMPANY, LD.
Have now 40,000 Cubic feet of Col-
d Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver goods in bulk.
WM. FARLAND, Manager.
Hongkong, 18th November, 1903. [65]

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE.
All proofs are read and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Estimates given

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. O. De Brock, at
Hongkong.

Albion, battleship, 12,950 tons, 16 guns, Capt.
Thomas H. M. Jerram, Japan.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Japan.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.
Hongkong.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. G. Stopford, at
Hongkong.

Bramble, cruiser, 4,810 tons, 12 guns, Capt.
Lieut.-Comdr. T. G. 6 guns, 1,300 h.p.,
Lieut.-Comdr. C. O. M. McKins, Shanghai.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. Thos. D. Pratt, Shanghai.

Crossy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tador, Japan.

Eclipse, cruiser, 5,600 tons, 11 guns, Captain
Stokes, Japan.

Esperio, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, at Weihaiwei.

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., in reserve.

Fearless, cruiser, 4,810 tons, 12 guns, Capt.
Vaughan Lewis, Singapore.

Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, Hongkong.

Handy, torpedo-boat destroyer, 360 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. H. L. Wells,
Hongkong.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. A. B. Barker, at
Hongkong.

Hunter, storeship, 1,640 tons, Comdr. John D.
Dainton, Hongkong.

Janus, torpedo-boat destroyer, 380 tons, 6 guns,
3,900 h.p., Lieut.-Comdr. Cyril Assor,
Hongkong.

Kinsha, river gunboat, 331 tons, Lieut.-Comdr.
G. B. Powell, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Japan.

Moorehead, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. G. G. Webster, West River.

Matthias, sloop, 980 tons, 6 guns, Comdr. C.
W. M. Plenderleath, Weihaiwei.

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain R. F. O. Foo, at C.M.G.,
Japan.

Otter, torpedo-boat destroyer, 350 tons, Lieut.-
Comdr. G. C. Codrington, Hongkong.

Phenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, Yangtze.

Rambling, surveying-ship, 583 tons, Capt. Morris
H. Smyth, Shanghai.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St.
Aubyn Wake, Yangtze.

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. C. W. J. Howard, West
River.

Rossie, sloop, 980 tons, 6 guns, 11,400 h.p.,
Comdr. Thos. Jackson, Bangkok.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. L. W. Jones, West River.

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Shanghai.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Ernest W. G. Davidson, on
Yangtze.

Sparrowhawk, torpedo-boat destroyer, 330 tons,
in reserve.

Taku, torpedo-boat destroyer, 250 tons, 6 guns,
5,400 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p.,
Capt. Lewis Bayly, Shanghai.

Tamar, receiving ship, 4,600 tons, 6 guns, Com-
modore Rowland, A.D.C., at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.-
Comdr. E. F. R. Dugmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A.
Wilkinson, Shanghai.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p.,
on Yangtze.

Vengeance, battleship, 12,950 tons, 13 guns,
13,500 h.p., Capt. L. C. Stuart, C.M.G.,
Weihaiwei.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,
Comdr. Stuart St. J. Pargue, Shanghai.

Virago, torpedo-boat destroyer, 360 tons, in
reserve.

Waterwitch, surveying-ship, 620 tons, 450 h.p.,
Comdr. E. C. Hardy, Weihaiwei.

Whiting, torpedo-boat destroyer, 360 tons, 6
guns, 5,900 h.p., in reserve.

Wileys, coast defence ship, armoured, 2,750 tons,
10 9 h.p., in reserve, at Hongkong.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Com. Hugh Somerville, Yangtze.

Woo look, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Com. Wason, Yangtze.

**THE
PROVINCE OF SHANTUNG.**
ITS TRADE, POPULATION AND FUTURE
PROSPECTS.
BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS"
Price, 50 cents Cash, Messrs. Kelly & Walsh
or Daily Press Office.
Hongkong, 31st January, 1900.

PRINTING OF ALL KINDS at the most
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THE "DAILY PRESS" OFFICE.
All proofs are read and all work
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equal and generally superior to that
done anywhere else. Estimates given

A PERFECT BEVERAGE.

Preferred by Connoisseurs
for its high quality and
delicious natural flavor.

van Houten's Cocoa

Rich in nourishing and
stimulating properties, it
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Printed and Published by **BERTHEAN A. HALE** for the Concerned, at 14, Des Voeux Road, Central, City of Victoria, Hongkong; London Office, 131, Fleet Street E.C.